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(71) Applicant: **Eagle Technology, LLC**
Melbourne, FL 32919 (US)

(72) Inventors:
• **THOMPSON, Jason**
Melbourne, FL Florida 32904 (US)
• **GILLEY, Bernie J.**
West Melbourne, FL Florida 32904 (US)
• **DUBAS, Brandon T.**
Oviedo, FL Florida 32766 (US)
• **GUIDRY, Beau**
Cooper City, FL 33328 (US)

(74) Representative: **Schmidt, Steffen J.**
Wuesthoff & Wuesthoff
Patentanwälte PartG mbB
Schweigerstrasse 2
81541 München (DE)

(54) **SYSTEMS AND METHODS FOR HEATSINK TO RAIL THERMAL INTERFACE ENHANCEMENT**

(57) Systems (300) and methods (1200) for inserting an electronic module in a structure. The methods comprise: sliding at least one glide mechanism on a rail of the structure or a surface of the electronic module as the electronic module is being inserted into the structure; actuating a coupler to secure the electronic module to the rail and compress a thermal interface material between the electronic module and the rail; thus causing the glide mechanism to be retracted into the electronic module or

rail while the coupler is being actuated. The thermal interface material first comes in contact with the rail while the coupler is being actuated. The glide mechanism is integrated with the electronic module or the rail and is resiliently biased in a direction away from the electronic module or rail so as to partially extend out from the electronic module in a direction towards the electronic module or rail.

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Description

FIELD

[0001] This document relates generally to electronic systems. More particularly, this document relates to implementing systems and methods for providing a heat-sink to rail thermal interface enhancement for plug-in electronic modules.

BACKGROUND

[0002] Thermal resistance across a heatsink-rail interface is a known thermal bottleneck for plug-in Conduction Cooled Modules ("CCMs"). The thermal resistance often drives design parameters in other areas of the system. For example, the burden to provide more cooling is often placed at the system level, rather than the module level. Improved retainers can be employed to facilitate the increased cooling. However, these improved retainers are relatively expensive as compared to standard wedgelock clamping mechanisms.

[0003] Power dissipation is a critical concern for CCMs in rugged environments. CCM VITA standards are insufficient for high power dissipation (typically limited to <100 Watts, less for space applications). Modules are now being created in excess of 100 Watts. This is very challenging in both avionics and space applications. Modules are proposed for further systems that approach > 200 Watts.

[0004] The current state of the art utilizes card clamps, such as retainer edge locks (commonly referred to as wedgelocks) to secure CCMs to a chassis or other structure. Such wedgelocks include, but are not limited to, a Series 260 card lock available from Calmark™ Corporation (now part of Pentair's Schroff brand) of San Diego, California, a Series 280 card lock available from Calmark™ Corporation, a Coollok® wedgelock available from Material Innovations, Inc. of Huntington Beach, California, and a wedgelock available from WaveTherm® of Raleigh, North Carolina. These devices use mechanical advantage (incline plane) to generate a clamping force for clamping a CCM between the wedgelock and a chassis or other structure surface.

[0005] Despite the provision of a large contact force by the wedgelocks, the materials being clamped dominate the resistance of heat transfer across the thermal interface. The resistance is a function of surface roughness, plating, flatness, etc. The thermal interface resistance range for wedgelocks (e.g., 0.3-0.6° C./Watt) can be detrimental for high power loads. This translates to a 15-30°C temperature variation across the wedgelock's thermal interface for a 100 Watt CCM (50W being dissipated across each interface). Additionally, the thermal interface resistance increases as the wedgelock become longer as a result of uneven wedge loading. As a result of the above limitations, wedgelock implementations require well machined heatsink/chassis interfaces, which translates to higher costs.

SUMMARY

[0006] The present disclosure concerns implementing systems and methods for inserting an electronic module into a structure. The methods comprise: sliding at least one glide mechanism on a rail of the structure or on a surface of the electronic module as the electronic module is being pushed into the structure; actuating a coupler (e.g., a wedgelock) to secure the electronic module to the rail and sandwich a thermal interface material between the electronic module and the rail; and causing the glide mechanism to be retracted into the electronic module while the coupler is being actuated. The thermal interface material first comes in contact with the rail while the coupler is being actuated. The glide mechanism is integrated with the electronic module or rail. The glide mechanism is resiliently biased in a direction away from the electronic module or rail so as to partially extend out from the electronic module or rail during the sliding action.

[0007] In some scenarios, the electronic module comprises a heatsink plate coupled to a circuit board. The glide mechanism is integrated in the heatsink plate.

[0008] In those or other scenarios, the thermal interface material is coupled to the electronic module. The glide mechanism extends through the thermal interface material during module insertion/extraction. The glide mechanism is further retracted into the thermal interface material while the coupler is being actuated. The glide mechanism comprises a resiliently biased plunger, a resiliently biased ball bearing, or another assembly capable of providing spring-related performance. The glide mechanism facilitates an improvement in a thermal resistance at an interface between the electronic component and the rail. In some cases, the glide mechanism also facilitates a transfer of heat from the electronic component to the structure at the interface.

[0009] The present solution also concerns an electronic module. The electronic module comprises: a planar electronic component (e.g., a heatsink plate); a thermal interface material coupled to the planar electronic component; and at least one glide mechanism integrated with the planar electronic component at a location where the thermal interface material resides. The glide mechanism prevents the thermal interface material from generating foreign object debris when the electronic module is being inserted into or extracted from a structure.

[0010] In some scenarios, the glide mechanism is slid on a rail of the structure as the electronic module is being pushed into the structure. The glide mechanism is resiliently biased in a direction away from the electronic module to partially extend out from the electronic module in a direction towards the rail while being slid along the rail.

[0011] In those or other scenarios, the electronic module further comprises a coupler secured to the planar electronic component. The coupler is configured to: facilitate a securement of the electronic module to a rail of the structure; and/or cause the thermal interface material to be sandwiched between the electronic module and the

rail when the electronic module is secured to the rail. Retraction of the glide mechanism into the electronic module is caused while the coupler is being actuated for securing the electronic module to the rail. The thermal interface material first comes in contact with the rail while the coupler is being actuated for securing the electronic module to the rail.

[0012] In those or other scenarios, the glide mechanism extends through the thermal interface material while being slid on a rail of the structure. The glide mechanism is retracted into the thermal interface material while the electronic module is being secured to the structure.

DESCRIPTION OF THE DRAWINGS

[0013] The present solution will be described with reference to the following drawing figures, in which like numerals represent like items throughout the figures.

FIG. 1 is an illustration of an illustrative electronic system.

FIG. 2 is an illustration that is useful for understanding heat flow paths from a circuit board to an ambient environment.

FIGS. 3A-3B (collectively referred to as FIG. 3) provide top and bottom perspective views of an illustrative electronic module implementing the present solution.

FIGS. 4-9 provide additional illustrations that are useful for understanding the electronic module of FIG. 3.

FIGS. 10A-10D (collectively referred to as FIGS. 10) provide illustrations showing the electronic module of FIGS. 3-9 being inserted between two adjacent rails of a structure.

FIG. 11 provides illustrations showing an illustrative structure implementing the present solution.

FIG. 12 is a flow diagram of an illustrative method for inserting and extracting an electronic module in/from a structure comprising rails.

DETAILED DESCRIPTION

[0014] It will be readily understood that the components of the embodiments as generally described herein and illustrated in the appended figures could be arranged and designed in a wide variety of different configurations. Thus, the following more detailed description of various embodiments, as represented in the figures, is not intended to limit the scope of the present disclosure, but is merely representative of various embodiments. While the various aspects of the embodiments are presented

in drawings, the drawings are not necessarily drawn to scale unless specifically indicated.

[0015] The present invention may be embodied in other specific forms without departing from its spirit or essential characteristics. The described embodiments are to be considered in all respects only as illustrative and not restrictive. The scope of the invention is, therefore, indicated by the appended claims rather than by this detailed description. All changes which come within the meaning and range of equivalency of the claims are to be embraced within their scope.

[0016] Reference throughout this specification to features, advantages, or similar language does not imply that all of the features and advantages that may be realized with the present invention should be or are in any single embodiment of the invention. Rather, language referring to the features and advantages is understood to mean that a specific feature, advantage, or characteristic described in connection with an embodiment is included in at least one embodiment of the present invention. Thus, discussions of the features and advantages, and similar language, throughout the specification may, but do not necessarily, refer to the same embodiment.

[0017] Furthermore, the described features, advantages and characteristics of the invention may be combined in any suitable manner in one or more embodiments. One skilled in the relevant art will recognize, in light of the description herein, that the invention can be practiced without one or more of the specific features or advantages of a particular embodiment. In other instances, additional features and advantages may be recognized in certain embodiments that may not be present in all embodiments of the invention.

[0018] As used in this document, the singular form "a", "an", and "the" include plural references unless the context clearly dictates otherwise. Unless defined otherwise, all technical and scientific terms used herein have the same meanings as commonly understood by one of ordinary skill in the art. As used in this document, the term "comprising" means "including, but not limited to".

[0019] The present solution generally concerns systems and methods for providing a heatsink to rail thermal enhancement for modules. The present solution provides a heatsink to rail thermal interface for plug-in electronic modules with a thermal resistance that is improved by at least 5-15% as compared to that of conventional solutions (such as those discussed above in the Background section of this document).

[0020] The thermal enhancement is achieved by attaching (e.g., via an adhesive) a Thermal Interface Material ("TIM") on a heatsink plate or Printed Wiring Board ("PWB"); and using the TIM to circumvent surface features (e.g., surface roughness, plating, flatness, etc.) of the heatsink plate material or PWB material that have an effect on the resistance across the interface. The TIM compresses and deforms when a compression force is applied thereto (e.g., when a wedgelock is engaged to clamp the PWB between itself and a rail), whereby an

interstitial bridge is provided between the abutting heat-sink/PWB and rail surfaces. This TIM arrangement overcomes microscopic discontinuities and reliance on cost prohibitive machining operations. As a result, the resistance now becomes a factor of only contact pressure.

[0021] One or more spring-loaded glide mechanisms are used to protect the TIM while the electronic module is being inserted into a structure, extracted from a structure, and/or otherwise moving within the structure. The glide mechanisms are coupled to the electronic module and/or the rails. The glide mechanisms are designed to prevent binding, galling or delamination of the TIM during use of the electronic module so that foreign debris is not created in the system.

[0022] Referring now to FIG. 1, there is provided an illustration of a representative electronic system **100**. The electronic system **100** comprises a structure **104** sized and shaped to receive one or more electronic modules **102**. The structure **104** includes, but is not limited to, a chassis as shown, a card cage, a rack, a case, or a package. The electronic modules **102** include, but are not limited to, PWBs with a plurality of electronic components coupled thereto, traces formed thereon, and/or vias formed therethrough. The electronic components can include, but are not limited to, active components (e.g., processors and Integrated Circuit ("IC") chips) and passive components (e.g., resistors, capacitors, inductors, etc.).

[0023] When being inserted, the electronic module **102** is slid between two adjacent rails **106** of the structure **104** until the mating connectors **108**, **110** fully engage each other. The electronic module **102** is retained in position using at least one wedgelock (not shown). One or more injection/ejection mechanisms **112** are provided to facilitate the extraction of the electronic module **102** from the structure. Such injection/ejection mechanisms are well known in the art, and therefore will not be described herein. Any known or to be known injection/ejection mechanism can be used herein without limitation.

[0024] The present solution is not limited to the structure architecture shown in FIG. 1. The present solution can be used with a structure having rails on opposite sidewalls. Also, the rails can extend horizontally, as opposed to vertically as shown in FIG. 1.

[0025] Referring now to FIG. 2, there is provided an illustration that is useful for understanding how heat flows from the electronic module **102** to the structure **104**. During operation, the electronic components **206** on the PWB **204** generate thermal energy that causes the temperature inside the structure **104** to increase. This increase in temperature can result in damage to the PWB **204** and the electronic components **206** disposed on the PWB.

[0026] The temperature in the structure **104** is decreased by dissipation or removal of heat from the PWB **204** to the surrounding structure **104** via a heatsink plate **212**, a wedgelock **202**, and rails **106₁**, **106₂** (collectively referred to as rails **106**). The components **202**, **212**, **106₁**,

106₂ conduct heat away from the electronic components **206** on the PWB **204** to the structure **104** for transfer to the ambient environment. Two heat flow paths are provided by the arrangement shown in FIG. 2. In accordance with a first heat flow path, heat travels from the PWB **204** through the heatsink plate **212** to the primary heatsink-rail interface **214**, and continues to the structure **104** via rail **106₂**. In accordance with a second heat flow path, heat travels from the PWB **204** through the heatsink plate **212** and wedgelock **202** to the secondary heatsink-rail interface **216**, and continues to the structure **104** via rail **106₁**.

[0027] The thermal resistance at the primary thermal interface **214** depends at least in part on the amount of force exerted by the wedgelock **202** against rail **106₁**. A greater contact force applied by the wedgelock **202** against the lower surface of rail **106₁** can decrease the thermal resistance at the primary thermal interface **214**. Such contact force is limited in its ability to reduce thermal resistance at the primary thermal interface **214**.

[0028] Despite the relatively large contact force applied by the wedgelock **202** against the lower surface of rail **106₁**, the heatsink material being clamped also has an effect on the resistance to heat transfer across the primary thermal interface **214**. In this regard, it should be understood that the thermal resistance is also typically a function of the physical characteristics of the clamped heatsink material (e.g., surface roughness, plating, flatness, etc.). In order to decrease this thermal resistance, the present solution employs one or more TIM elements to circumvent surface features of the heatsink plate material **212** that have an effect on the resistance across the interface.

[0029] Referring now to FIGS. 3-10D, there are provided more detailed illustrations of an electronics module **300** that are useful for understanding the present solution. Electronic module **108** of FIGS. 1-2 can be the same as or similar to electronic module **300**. As such, the following discussion of electronic module **300** is sufficient for understanding electronic module **108**. In FIGS. 3-10D, the electrical connector (e.g., electrical connector **110** of FIG. 1) and injection/ejection mechanism(s) (e.g., injection/ejection mechanisms **112** of FIG. 1) are not shown.

[0030] As shown in FIGS. 3-4, the electronic module **300** comprises a PWB **302** and a heatsink plate **304**. The PWB **302** is coupled to the heatsink plate **304** via mechanical couplers (not shown) (e.g., screws engaging threaded apertures **310** formed in the heatsink plate). The PWB **302** has a plurality of electronic components (not shown) coupled thereto, traces (not shown) formed thereon, and/or vias (not shown) formed therethrough. The electronic components can include, but are not limited to, active components (e.g., processors and Integrated Circuit ("IC") chips) and passive components (e.g., resistors, capacitors, inductors, etc.).

[0031] An electrical connector (not shown) may be coupled to portion **308** of the PWB **302**. The electrical connector is provided for electrically connecting the PWB

302 to external circuitry (e.g., a power source). Electronic components and electrical connectors are well known in the art, and therefore will not be described herein. Any known or to be known electronic components and electrical connectors can be used herein without limitation.

[0032] Heatsinks are well known in the art, and therefore will not be described in detail herein. However, it should be noted that the heatsink plate **304** is a passive heat exchanger that transfers heat generated by the electronic components of the PWB **302** to a structure (e.g., structure **104** of FIG. 1) where it is dissipated into the ambient environment, thereby allowing regulation of the PWB **302** and/or structure temperature at desired levels. The heatsink plate **304** is designed to maximize its surface area that is to come in contact with the rails (e.g., rails **106** of FIG. 1 or **106₁**, **106₂** of FIG. 2). In this regard, the heatsink plate **304** comprises flanges **412** for facilitating heat transfer to the structure.

[0033] Wedgelocks **314** are respectively coupled to the flanges **412** via couplers **416** (e.g., screws). Wedgelocks are well known in the art, and therefore will not be described herein. Any known or to be known wedgelock can be used herein without limitation. Still, it should be understood that the wedgelocks **314** provide a means to clamp the flanges **412** between two adjacent rails (e.g., rails **106₁**, **106₂** of FIG. 2). In this regard, the wedgelocks **314** can be transitioned between an unengaged position in which a clamping force is not applied thereby to a heatsink plate to an engaged position in which a clamping force is applied thereby to the heatsink plate. The rails are also formed of a material capable of transferring heat across the primary and secondary heatsink-rail interfaces (e.g., interfaces **214**, **216** of FIG. 2).

[0034] TIM elements **410** are coupled to the flanges **412** for improving the thermal resistance between the PWB **302** and the heatsink plate **304**. More particularly, the TIM elements **410** are coupled to the flanges' lower surfaces **502** via an adhesive or some other means of attachment (e.g., wedgelocks **314** which could provide the retention, i.e., it is not a requirement that the TIM be adhered to the heatsink flanges but doing so supports system producibility and simplified integration at the next level of assembly). The TIM elements **410** are designed to maximize their surface areas that are to come in contact with the rails (e.g., rails **106** of FIG. 1 or **106₁**, **106₂** of FIG. 2). In some scenarios, only one TIM element is provided on each flange. In this case, the TIM elements **410** have generally elongated linear shapes as shown in FIGS. 4-5. The present solution is not limited in this regard. One or more TIM elements can be provided on each flange, and the TIM elements can have any shapes or sizes selected in accordance with a particular application.

[0035] The TIM elements **410** include, but are not limited to, Indium, an elastomer, phase changing material, a metallic material, and/or a composite material. The TIM elements **410** compress and deform when a compression force is applied thereto (e.g., when the wedgelocks **314**

are engaged so as to clamp the PWB **302** between itself and a rail), whereby an interstitial bridge is provided between the abutting heatsink plate and rail surfaces. This TIM element arrangement overcomes microscopic discontinuities in the surfaces of the heatsink plates **304** and rails. As a result, the thermal resistance now becomes a factor of only the wedgelock contact pressure and the inherent properties of the TIM itself when subjected to said pressure.

[0036] The TIM elements **410** can generate foreign object debris when motion in the shear plane of the TIM elements occurs. As such, the present solution advantageously employs one or more glide mechanisms **402** for providing protection to the TIM elements **410** while the electronic module **300** is being inserted into a structure, extracted from a structure, and/or otherwise moving within the structure. This method prevents the TIM elements **410** from generating foreign object debris in the structure.

[0037] The glide mechanisms **402** are integrated into the flanges **412** of the heatsink plate **304**. In this regard, apertures **404** are formed in the flanges **412** that are each sized and shaped to receive a respective glide mechanism **402**. Apertures **414** are also formed in the TIM elements **410** that are each sized and shaped to receive a respective glide mechanism **402**. Each glide mechanism **402** is spring-loaded such that it is resiliently biased in a downward direction away from the wedgelocks **314**. The wedgelocks **314** facilitate the retention and captivation of the glide mechanisms **402** in the apertures **404**, **414**. The springs **408** of the glide mechanisms **402** are normally in an uncompressed state. Accordingly, each glide mechanism **402** is capable of transition between an undepressed position and a depressed position. In the undepressed position, a distal end **406** of the glide mechanism **402** protrudes out from the apertures **404**, **414** in a direction away from the TIM elements **410**, as shown in FIG. 9 and FIG. 10A. In the depressed position, each glide mechanism **402** is retracted into the electronic module **300** such that the distal ends thereof no longer protrude out of the apertures **404**, **410**, as shown in FIGS. 10B-10C.

[0038] The glide mechanisms **402** include, but are not limited to, spring-loaded plungers, spring-loaded ball bearing mechanisms, leaf spring mechanisms, and/or any other compressible mechanism. An illustration of a glide mechanism **700** comprising a spring-loaded plunger is provided in FIG. 7. An illustration of a glide mechanism **800** comprising a spring-loaded ball bearing mechanism is provided in FIG. 8. Both illustrative glide mechanisms are designed to: prevent the TIM elements **410** from sliding against the rails while the electronic module **300** is being inserted into and extracted from the structure; provide a means for sliding across the rails while the electronic module **300** is being inserted into and extracted from the structure; allow the TIM elements **410** to come in direct contact with the rails when the wedgelocks **314** are actuated for clamping the electronic module between two adjacent rails of a structure; and allow

the TIM elements **410** to be reusable.

[0039] As shown in FIG. 7, the glide mechanism **700** comprises a part **702** having a shaft **704** on which a spring **706** is disposed. The part is provided with a flange **708** having a diameter greater than the diameter of the spring **706**. The flange **708** provides a means for the part **702** to engage the spring **706** when depressed in a first direction **712**. Such engagement causes compression of the spring **706** in the first direction **712**. When the part **702** is released (i.e., is no longer being depressed), the spring **706** resiliently biases the part **702** in a second opposite direction **710**. In this way, the glide mechanism **700** automatically transitions between a depressed position and an undepressed position.

[0040] The part **702** is formed of any suitable material, such as a thermoplastic or other durable material that is able to withstand wear or damage when slid against the rails a number of times. In some scenarios, a layer or coating (not shown) is disposed on the distal end **714** that has a relatively low coefficient of friction to facilitate an insertion and extraction of an electronic module from a structure with a relatively small amount of effort. The layer or coating includes, but is not limited to, Polytetrafluoroethylene, PTFE, or any number of non-stick derivatives. A typical coating of PTFE, commonly referred to by its well-known brand name Teflon™, could be used in this application.

[0041] Also, the spring **706** is an interchangeable component. In this regard, the spring **706** can be interchanged with another spring having the same form factor but different stiffness. Such spring interchangeability allows the glide mechanism to be customized to any given application so that a desired sliding force or resistance is achieved.

[0042] As shown in FIG. 8, the glide mechanism **800** comprises a Commercial Off The Shelf ("COTS") ball bearing based mechanism. More particularly, the glide mechanism **800** comprises a ball bearing **802** captivated in a threaded insert **804**. A spring (not shown in FIG. 8) is also captured within the threaded insert **804** below the ball bearing **802**. The spring resiliently biases the ball bearing **802** in a first direction **806**. When a pushing force is applied to the ball bearing **802**, it travels in a second opposing direction **808**, and thereby retracts into the threaded insert **804**. The spring automatically causes the ball bearing to return to its unretracted position when the pushing force is no longer being applied to the ball bearing.

[0043] The present solution is not limited to the particular implementation discussed above in relation to FIGS. 3-10. In other scenarios, the wedgelocks and TIM elements are mounted directly to the PWB rather than the heatsink plate. The heatsink plate is an optional component here. In yet other scenarios, the TIM elements **506** and glide mechanisms **402** are coupled to the rails rather than the electronic module.

[0044] Illustrations showing a TIM element and glide mechanisms coupled to a rail are provided in FIG. 11. In

this scenario, the glide mechanisms can have multiple purposes. For example, the glide mechanisms are configured to: facilitate an improvement in the thermal resistance at the heatsink-rail interface(s); and/or facilitate the transfer of heat at the heatsink-rail interface (e.g., interface **214** of FIG. 2).

[0045] Referring now to FIG. 12, there is provided a flow diagram of an illustrative method **1200** for inserting and extracting an electronic module (e.g., electronic module **102** of FIGS. 1-2, or **300** of FIG. 3) in/from a structure comprising rails (e.g., rails **106** of FIGS. 1-2). Method **1200** begins with **1202** and continues with **1204** where at least one glide mechanism (e.g., glide mechanism **402** of FIG. 4, **700** of FIG. 7, or **800** of FIG. 8) is slid on a rail of the structure while the electronic module is being pushed or otherwise inserted into the structure. The glide mechanism is integrated with the electronic module, and is resiliently biased in a direction away from the electronic module to partially extend out from the electronic module in a direction towards the rail while being slid along the rail. Next in **1206**, a coupler (e.g., wedgelock **202** of FIG. 2 or **314** of FIG. 3) is actuated to secure the electronic module to the rail and sandwich a thermal interface material (e.g., TIM **506** of FIG. 5) between the electronic module and the rail. Retraction of the glide mechanism into the electronic module is caused while the coupler is being actuated, as shown by **1208**. During the insertion process, the thermal interface material first comes in contact with the rail while the coupler is being actuated.

[0046] Operations of **1210-1216** are performed for extracting the electronic module from the structure. These operations involve: actuating the coupler to release the electronic module from the rail; causing the glide mechanism to automatically return to a partially unretracted position (e.g., the position shown in FIG. 10C); slide the glide mechanism on the rail of the structure as the electronic module is being pulled or otherwise extracted from the structure; and cause the glide mechanism to return to its fully unretracted position. Subsequently, **1218** is performed where method **1200** ends or other processing is performed.

[0047] All of the apparatus, methods, and algorithms disclosed and claimed herein can be made and executed without undue experimentation in light of the present disclosure. While the invention has been described in terms of preferred embodiments, it will be apparent to those having ordinary skill in the art that variations may be applied to the apparatus, methods and sequence of steps of the method without departing from the concept, spirit and scope of the invention. More specifically, it will be apparent that certain components may be added to, combined with, or substituted for the components described herein while the same or similar results would be achieved. All such similar substitutes and modifications apparent to those having ordinary skill in the art are deemed to be within the spirit, scope and concept of the invention as defined.

[0048] The features and functions disclosed above, as well as alternatives, may be combined into many other different systems or applications. Various presently unforeseen or unanticipated alternatives, modifications, variations or improvements may be made by those skilled in the art, each of which is also intended to be encompassed by the disclosed embodiments.

Claims

1. A method for inserting an electronic module in a structure, comprising:

sliding at least one glide mechanism on a rail of the structure as the electronic module is being pushed into the structure, the at least one glide mechanism integrated with the electronic module and resiliently biased in a direction away from the electronic module to partially extend out from the electronic module in a direction towards the rail;

actuating a coupler to secure the electronic module to the rail and sandwich a thermal interface material between the electronic module and the rail; and

causing the at least one glide mechanism to be retracted into the electronic module while the coupler is being actuated;

wherein the thermal interface material first comes in contact with the rail while the coupler is being actuated.

2. The method according to claim 1, wherein the electronic module comprises a heatsink plate coupled to a circuit board, and the at least one glide mechanism is integrated in the heatsink plate.

3. The method according to claim 1, wherein the thermal interface material is coupled to the electronic module and the at least one glide mechanism extends through the thermal interface material during the sliding.

4. The method according to claim 3, wherein the at least one glide mechanism is further retracted into the thermal interface material while the coupler is being actuated.

5. The method according to claim 1, wherein the coupler facilitates capturing of the at least one glide mechanism in an aperture formed in the electronic module.

6. The method according to claim 1, wherein the at least one glide mechanism comprises a resiliently biased plunger, a resiliently biased ball bearing, or another assembly capable of providing spring-related per-

formance.

7. The method according to claim 1, wherein the coupler is a wedgelock.

8. A method for inserting an electronic module in a structure, comprising:

sliding at least one glide mechanism on a surface of the electronic module as the electronic module is being pushed into the structure, the at least one glide mechanism coupled to a rail of the structure and resiliently biased in a direction away from the rail so as to partially extend out from the rail in a direction towards the electronic module;

actuating a coupler to secure the electronic module to the rail and sandwich a thermal interface material between the electronic module and the rail; and

causing the at least one glide mechanism to be retracted into the rail while the coupler is being actuated;

wherein the thermal interface material first comes in contact with the rail while the coupler is being actuated.

9. The method according to claim 8, wherein the thermal interface has dual purposes of (a) facilitating an improvement in a thermal resistance at an interface between the electronic component and the rail and (b) facilitating a transfer of heat from the electronic component to the structure at the interface.

10. The method according to claim 8, wherein the glide mechanism comprises a resiliently biased plunger, a resiliently biased ball bearing, or another assembly capable of providing spring-related performance.

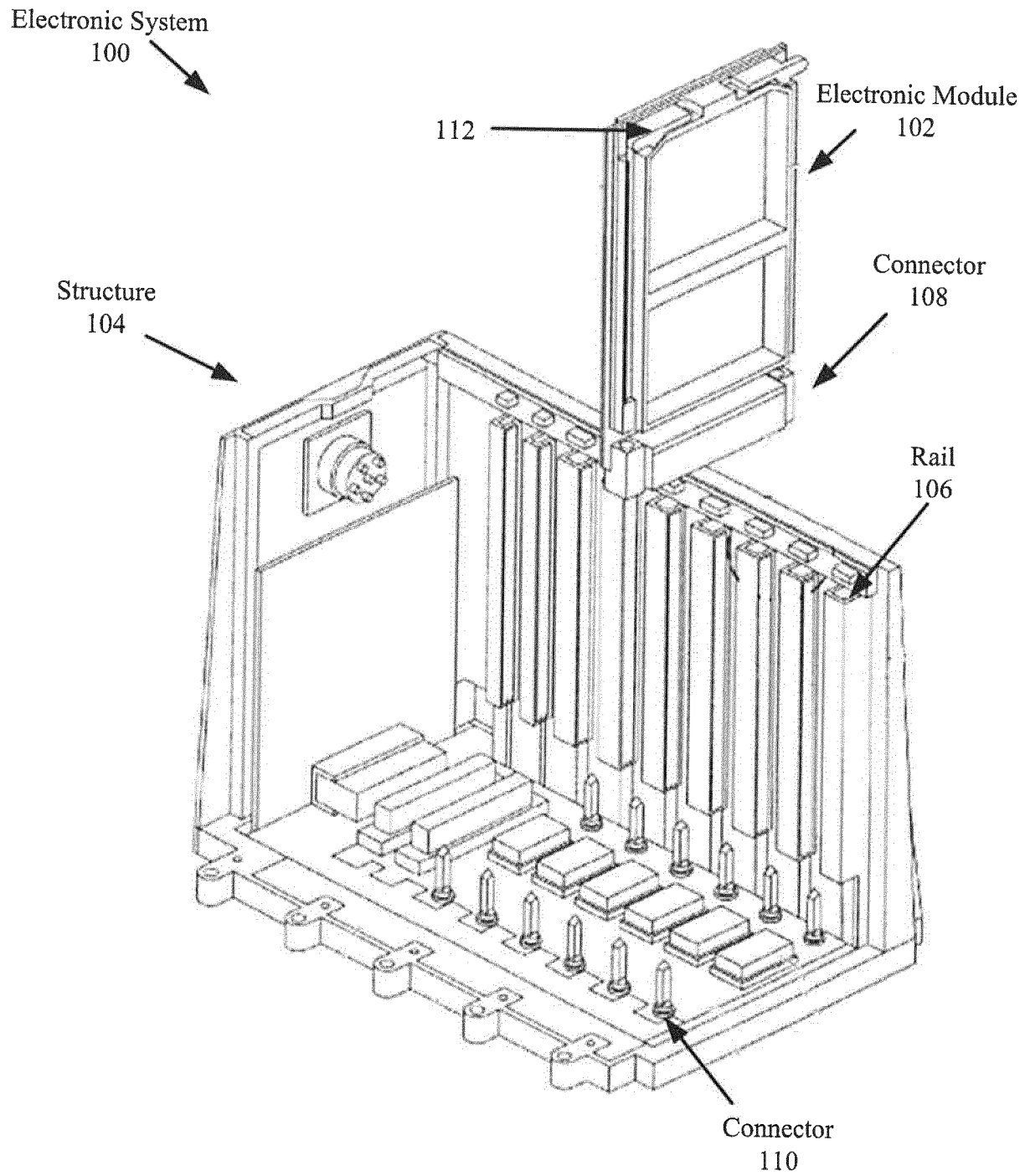


FIG. 1

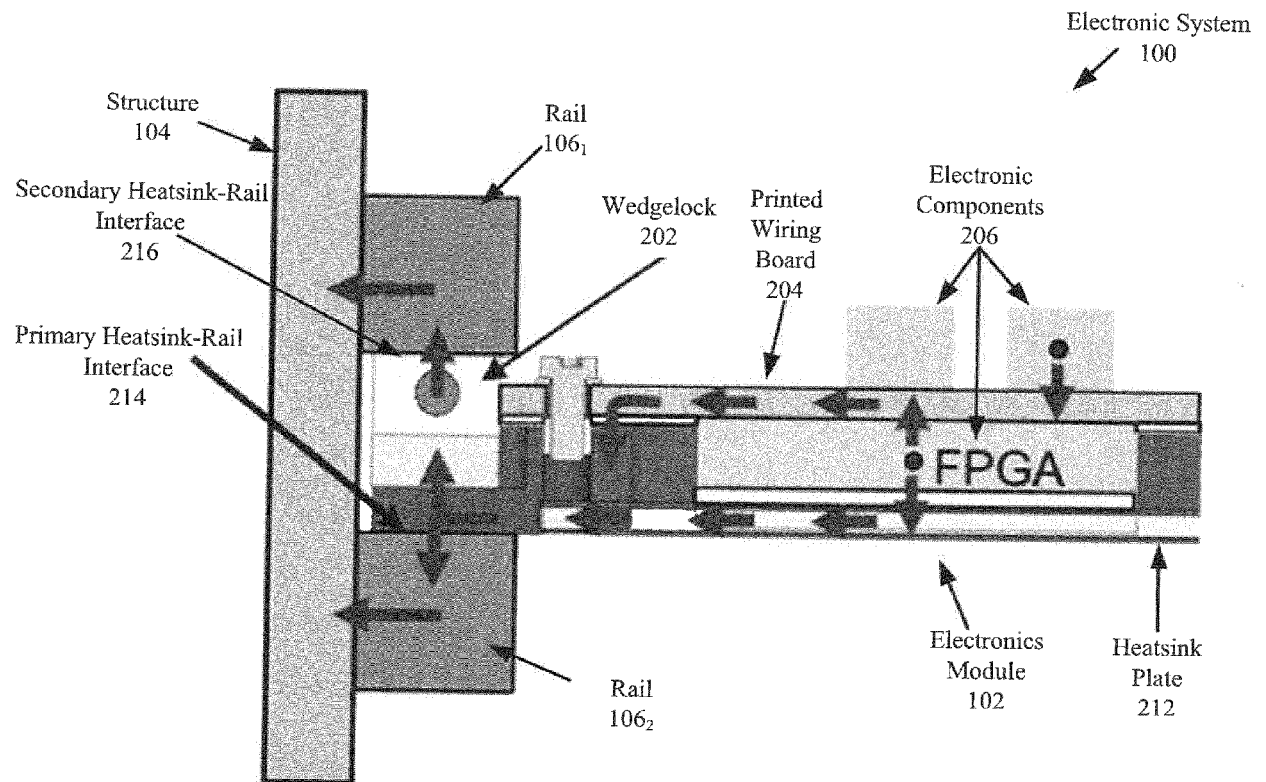


FIG. 2

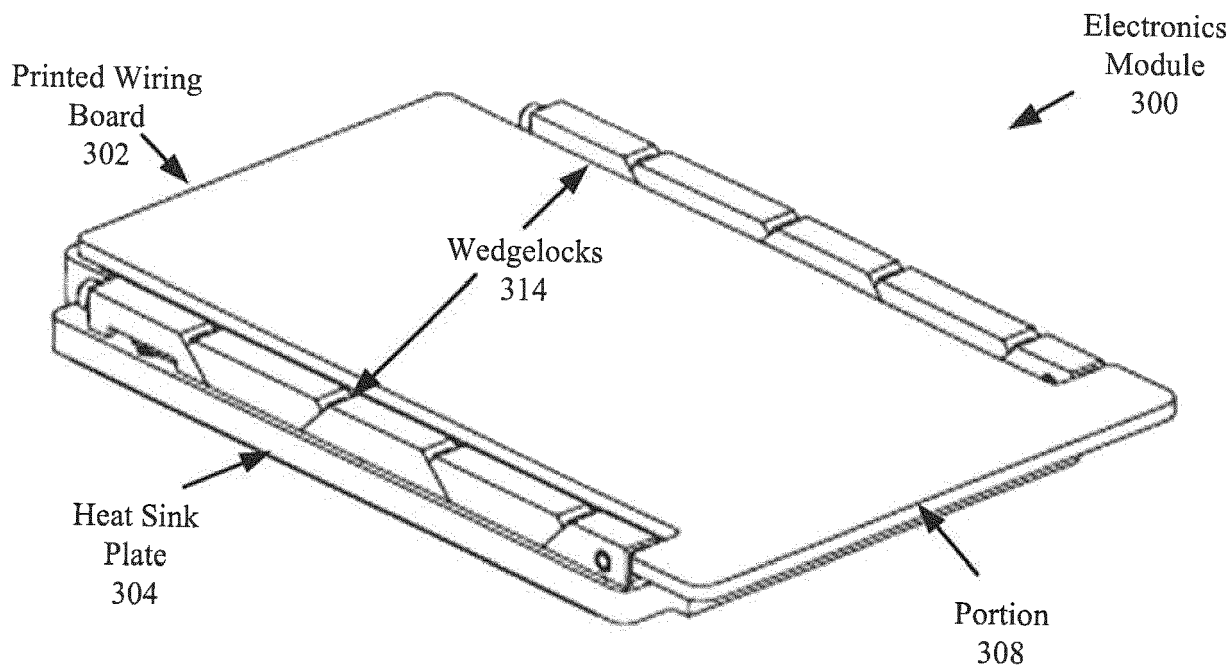


FIG. 3A

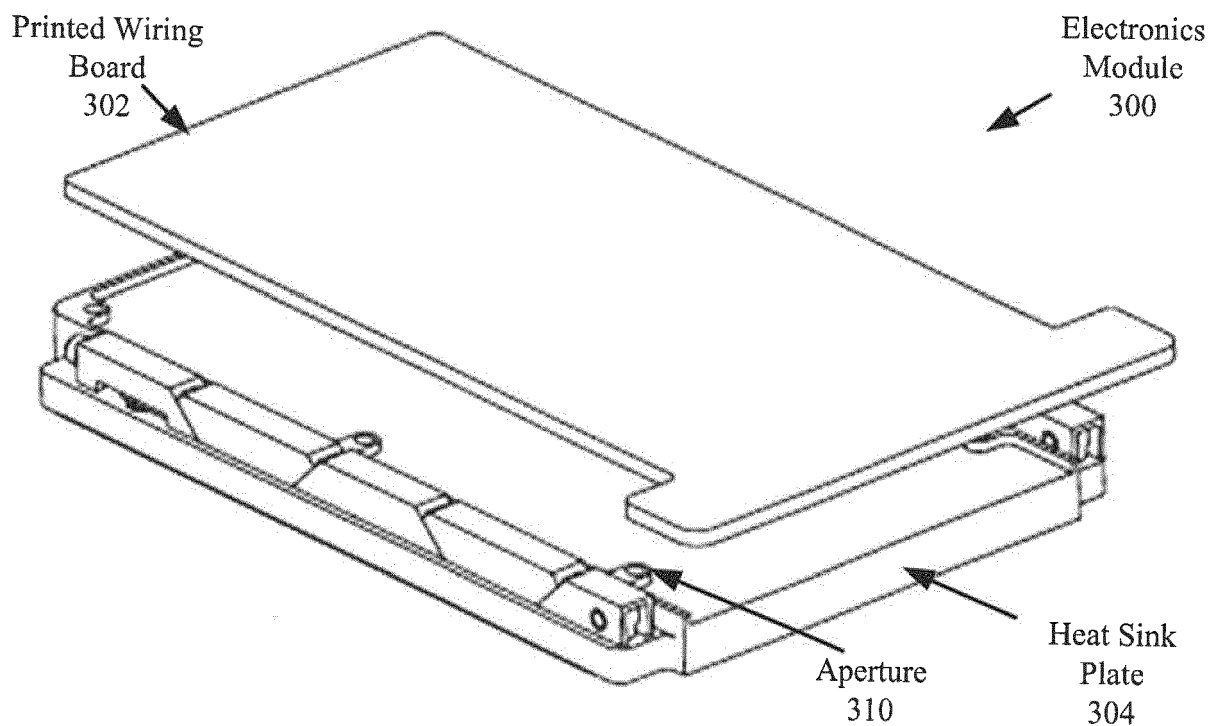


FIG. 3B

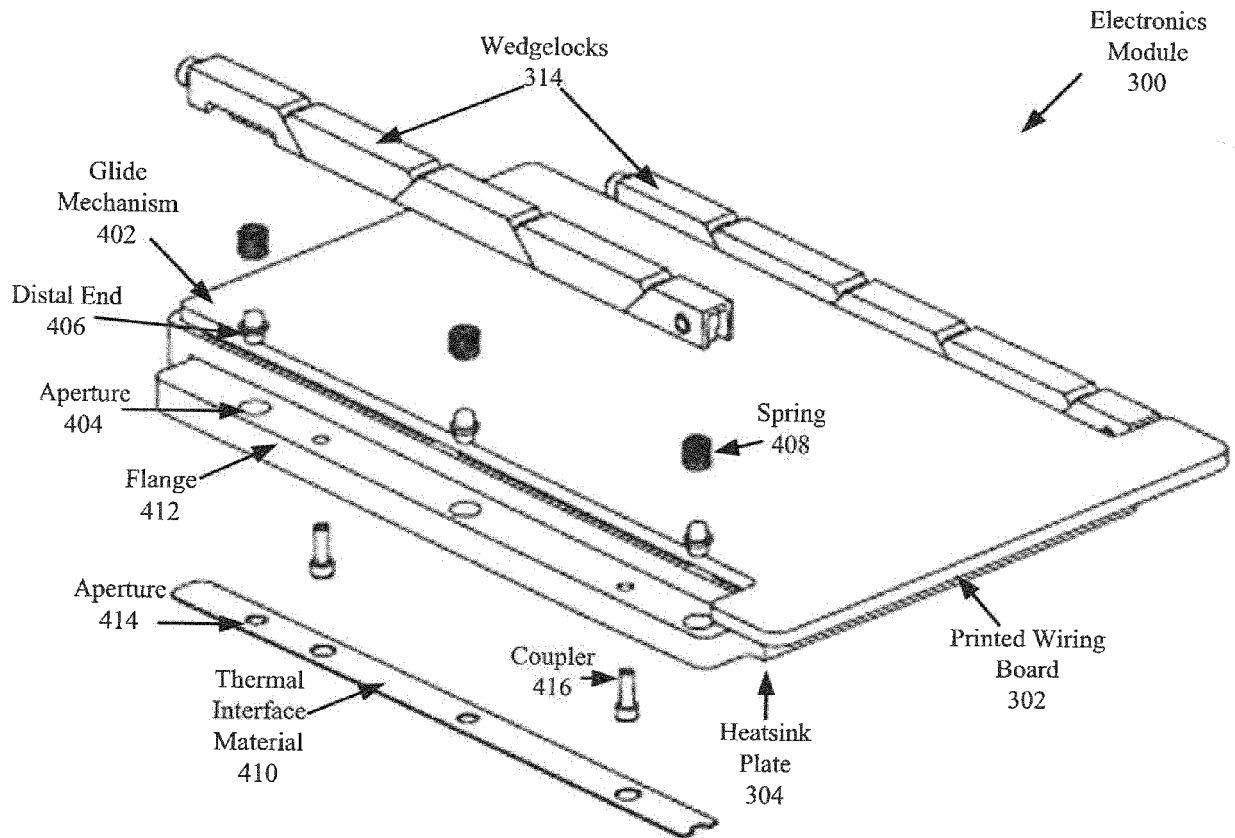


FIG. 4

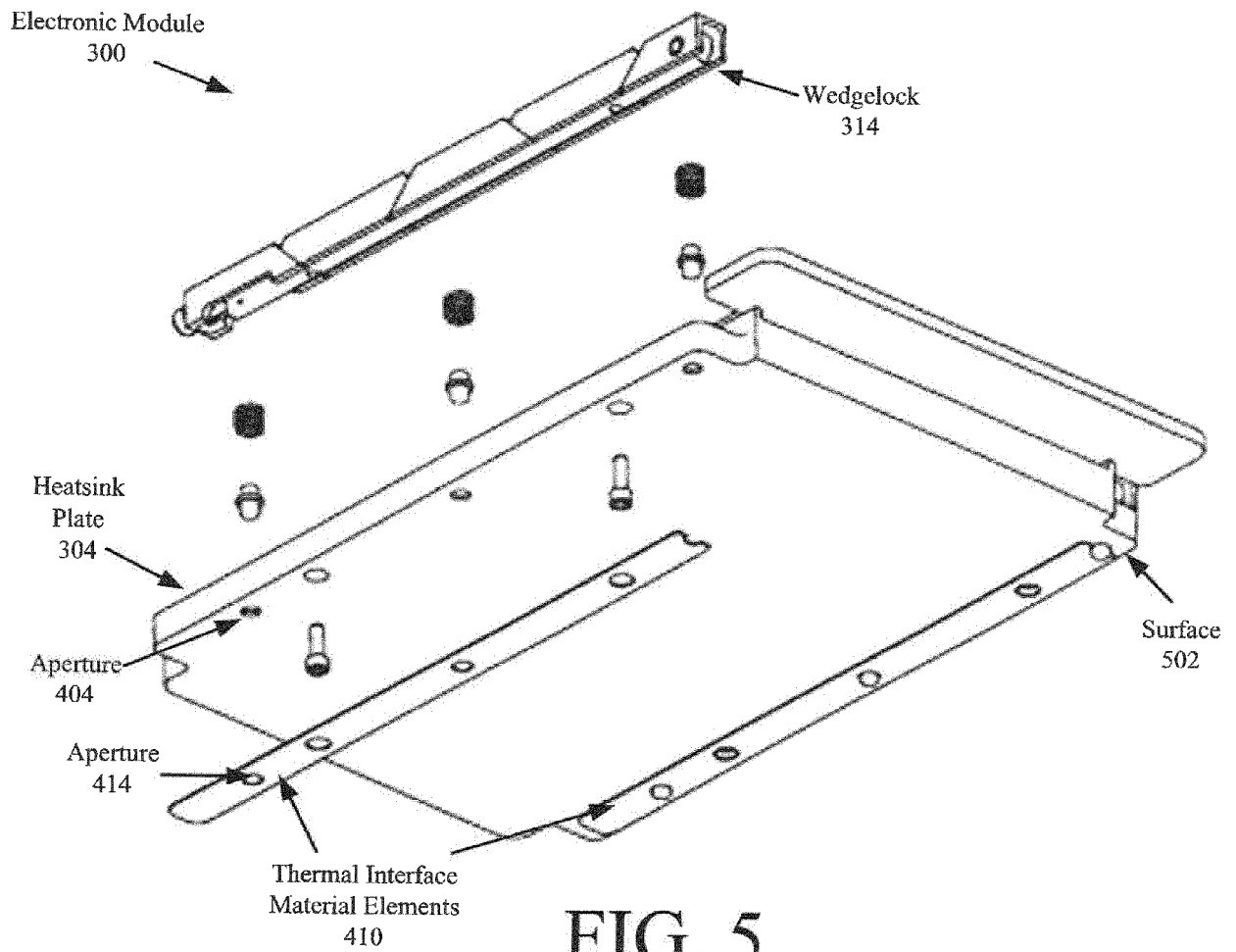


FIG. 5

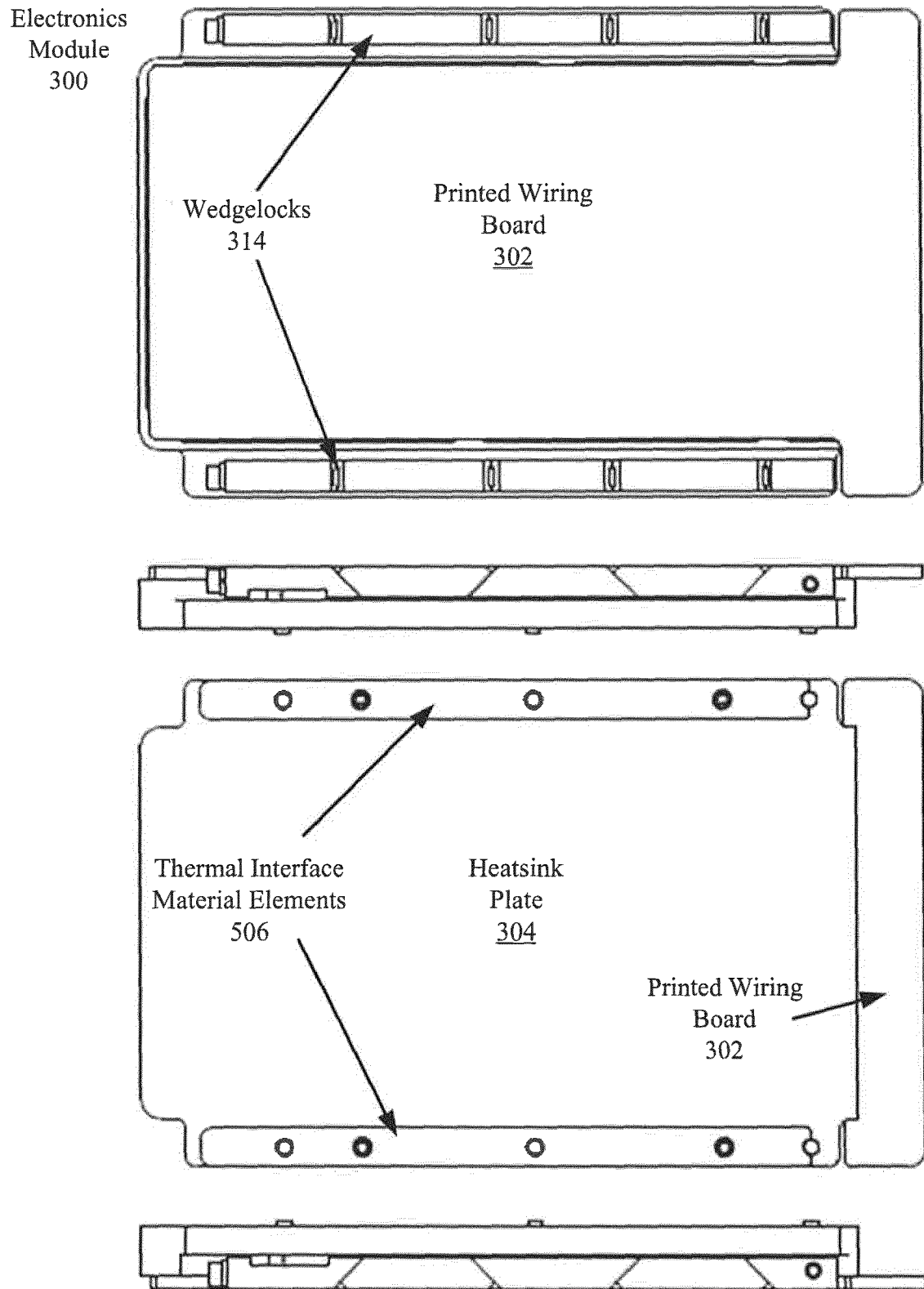


FIG. 6

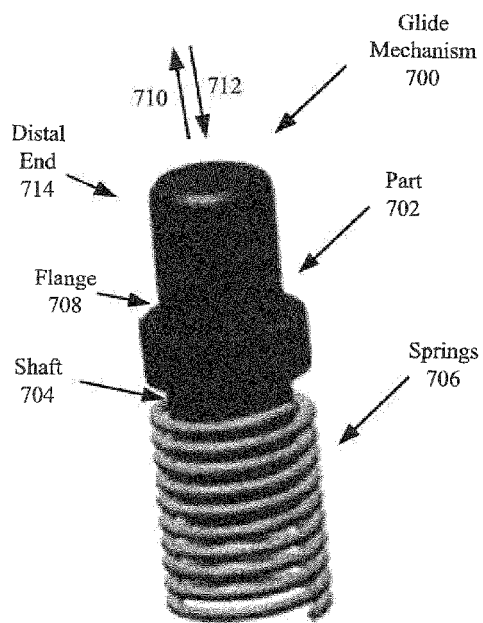


FIG. 7

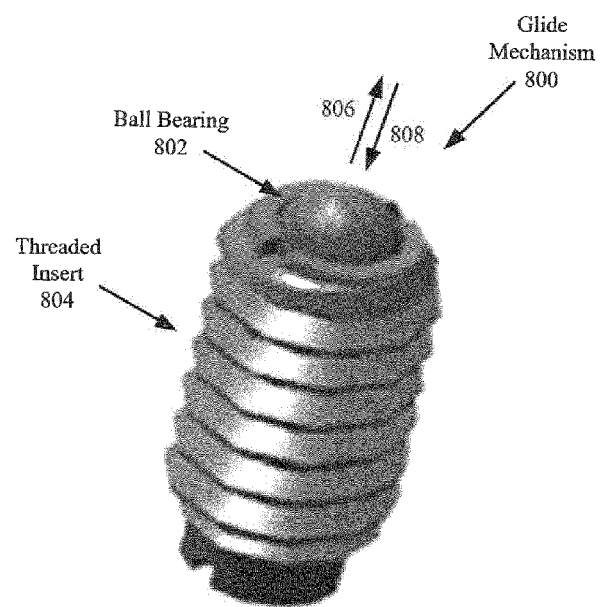


FIG. 8

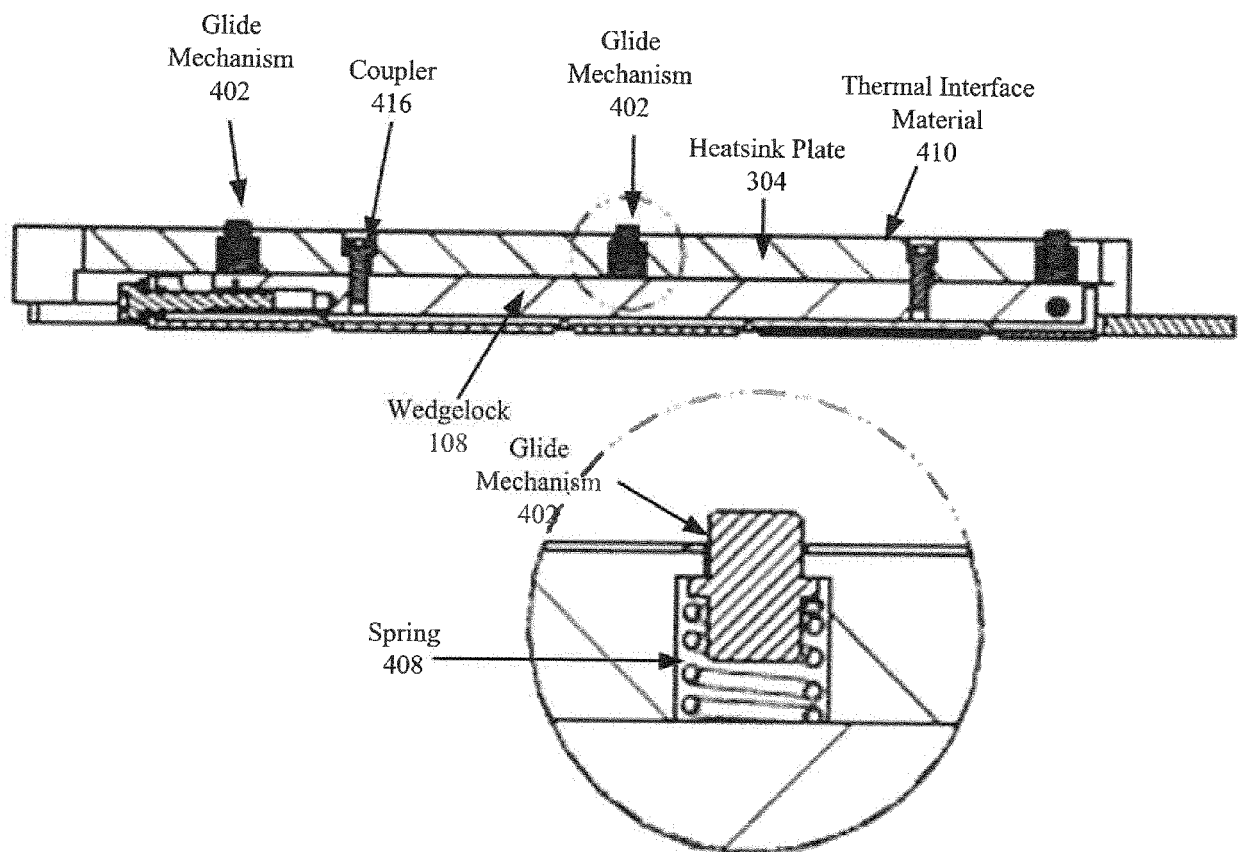


FIG. 9

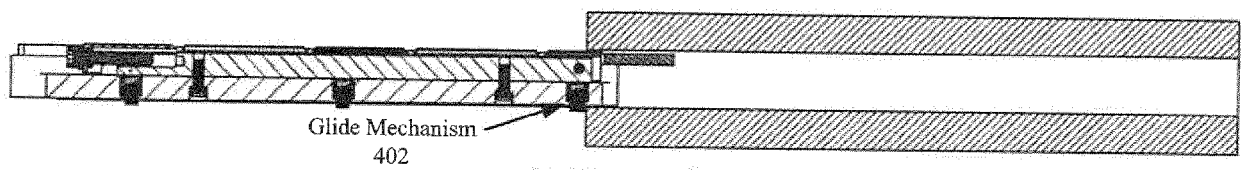


FIG. 10A

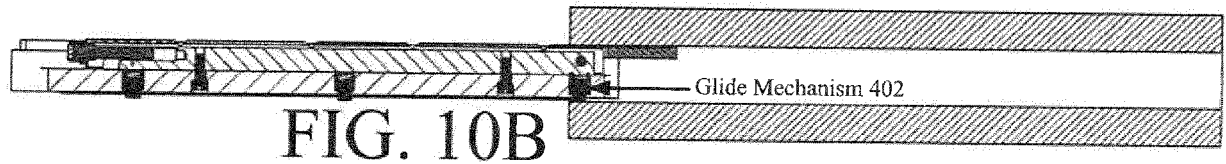


FIG. 10B

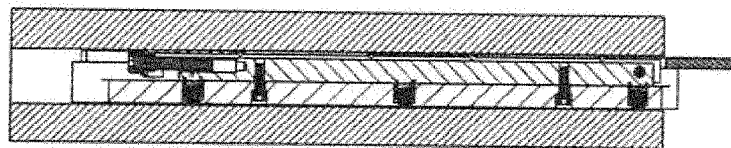


FIG. 10C

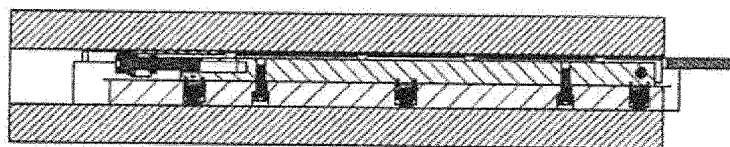


FIG. 10D

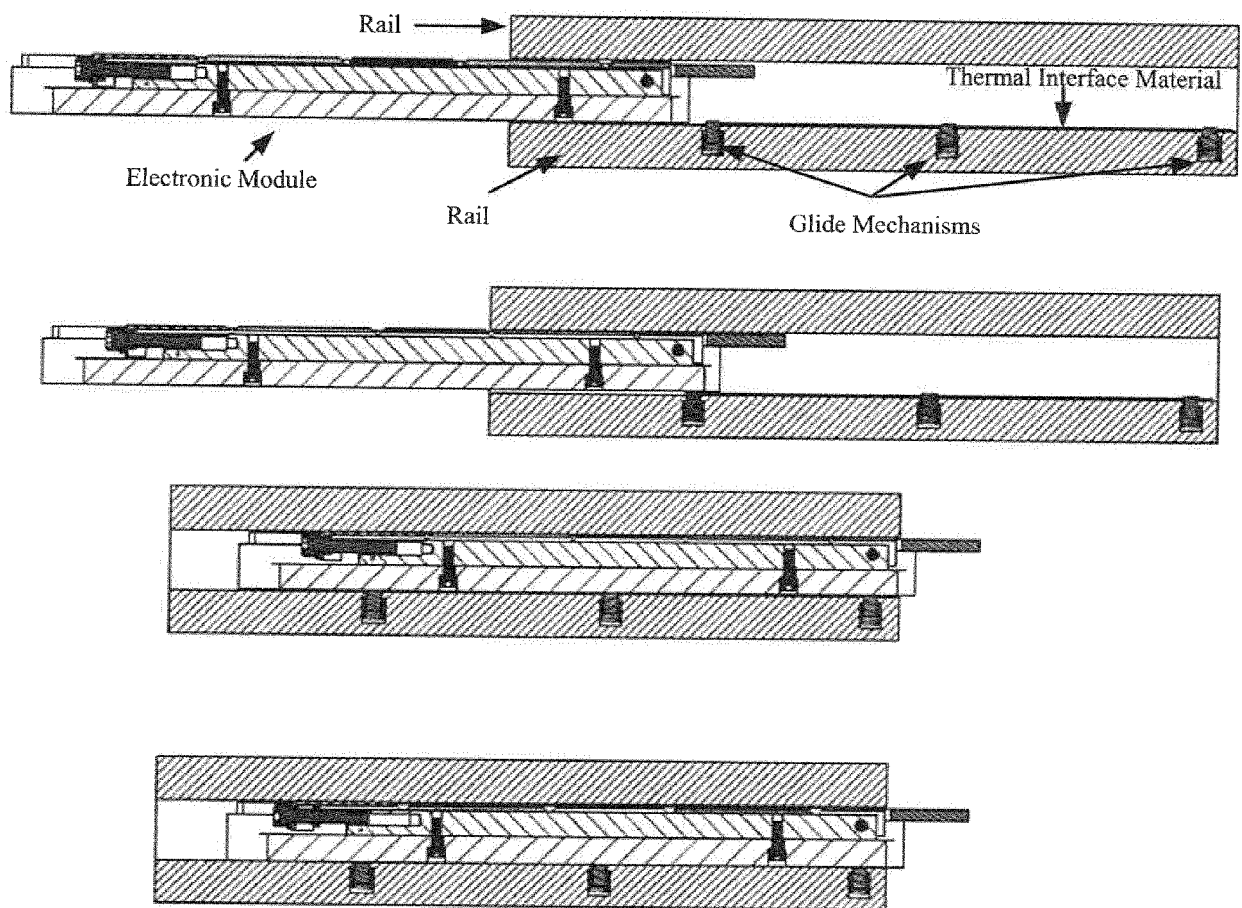


FIG. 11

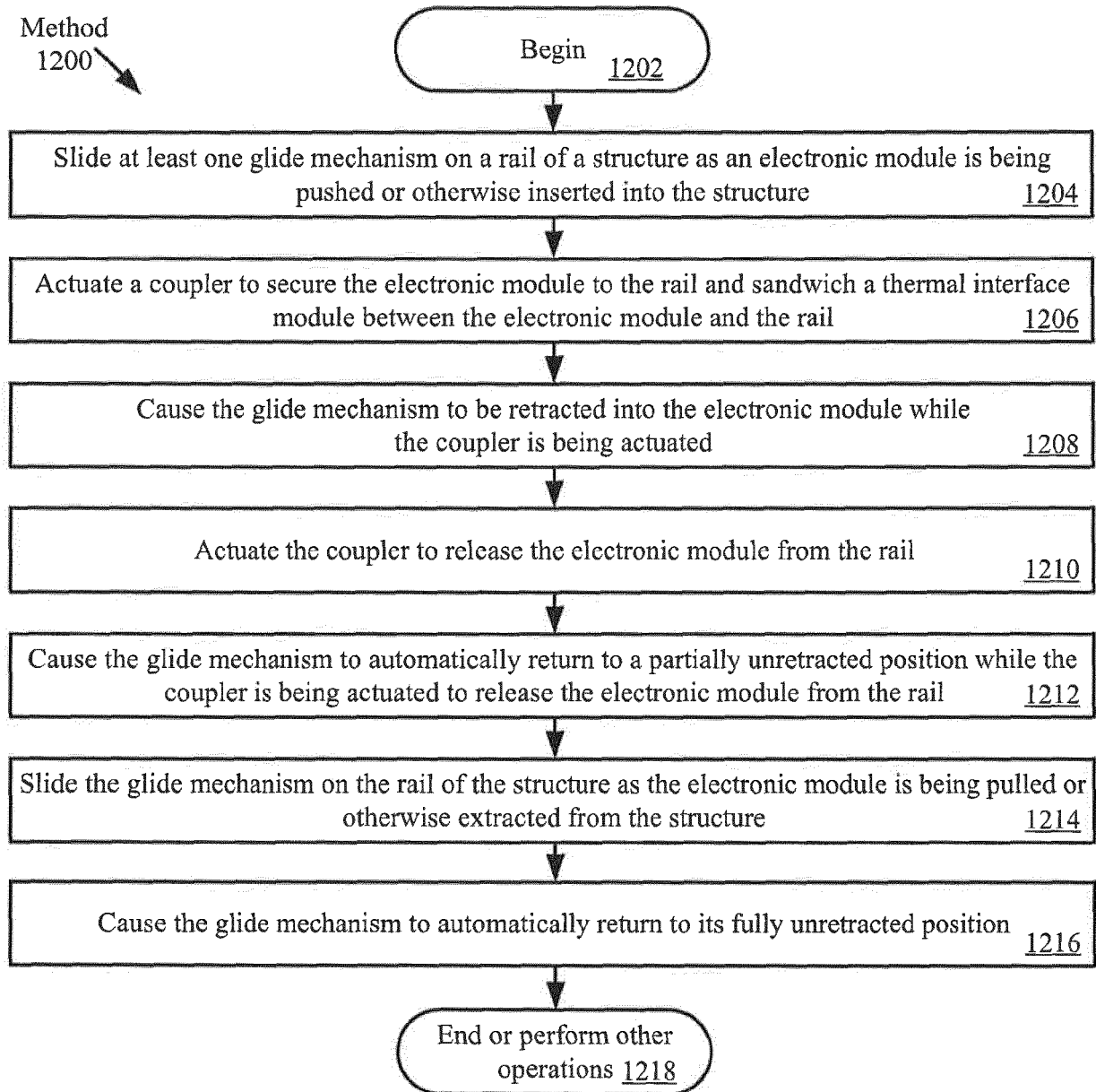


FIG. 12



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Application Number
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			H05K
The present search report has been drawn up for all claims			
Place of search The Hague		Date of completion of the search 27 September 2019	Examiner Bielert, Erwin
CATEGORY OF CITED DOCUMENTS X : particularly relevant if taken alone Y : particularly relevant if combined with another document of the same category A : technological background O : non-written disclosure P : intermediate document T : theory or principle underlying the invention E : earlier patent document, but published on, or after the filing date D : document cited in the application L : document cited for other reasons & : member of the same patent family, corresponding document			

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